

IN SENATE OF THE UNITED STATES.

AUGUST 22, 1842.

Ordered to be printed.

Mr. WOODBRIDGE submitted the following

REPORT :

*The Committee on Commerce, to whom was referred the petition of a number of citizens, praying that the port of entry, in the district of Miami, Ohio, may be removed from "Maumee city" to Toledo, within said district, ask leave to report :*

That after the creation of the district of Miama, in Ohio, the President of the United States, in conformity with the provisions of the act of Congress, of the 3d March, 1805, appears to have established the port of entry for said district at "Maumee city."

The town of Perrysburg, on the southeast, and of "Maumee city," so called, on the northwest shores of the Miami of the Lake, are situated opposite to, or immediately below, the "rapids," at the head of the vessel navigation of that river, and about fifteen miles above the Miami bay, into which the waters of that river are discharged. They have grown up since the last war, and are believed to contain an aggregate population of about two thousand persons. The proprietors of the greater part, or the whole, of the shipping owned in the district, are represented to reside at one or the other of those towns, to and from which their voyages are in general made.

The navigation of the Miami, from the bay up, is not favorable for vessels and steamers of the larger class. The present port of entry too is quite distant from the great line of the navigation of the lakes. These considerations lead to the belief, other circumstances being favorable, that the port of entry should be established nearer to the shore of the lake. The petition is, that it be removed to Toledo.

Toledo is established on the northern shore of the river, at or near its entrance into the bay. It is reputed to contain now more than a thousand inhabitants. It has risen with great rapidity into a condition of much commercial importance; and being far more convenient of approach from the lakes, than any point upon the river above it, its claim at the time of the signature of the petition, was strong and imposing. It had become the place of deposit and shipment of the surplus agricultural products of most of the southern counties of Michigan, whose commerce was principally through that avenue; and that commerce was the most operative cause of its rapid increase. But, recently, that channel of wealth appears to have been interrupted by the extension, from the city of Monroe, near the mouth of the river Raisin, in Michigan, of the line of the "Southern railroad" of that State, many miles westerly from the point of the intersection of the two routes. And consequently, Toledo has ceased, in a great degree, any longer to monopolize that commerce. In the meantime, the great canals from Cincinnati and Dayton, in

Ohio, and from the Wabash valley, in Indiana, are progressing rapidly to their point of termination on the shores of Miami bay. At that precise point a new town is growing up. Manhattan is a few miles down below Toledo, and on the same northern shore; it is yet more convenient of approach, by vessels and steamers of the largest class, than Toledo, and is at the point of the ultimate termination of these great canals. From Manhattan too there extends a line of railway, one hundred and sixty-eight miles, parallel with the shore of the lake, easterly to the Pennsylvania line, and is designed to connect at Buffalo with the great railroads of New York. Sixty miles of this railway, from Manhattan east, is represented to have been finished and now in operation; and it is likewise in progress of rapid completion, from Manhattan westerly, in a direction to connect with the railroads of Michigan at Monroe. There can be no reason to doubt, but that, at Toledo, or at Manhattan, or in that immediate vicinity, some large commercial city must soon, and with extraordinary rapidity, grow up! The operation of *such* causes, unless prevented by some unforeseen and dreadful calamity, can hardly fail to produce such result. But a communication may be opened to connect *Toledo* with the main canal; this design, it is believed, already exists. The distance from Toledo to Manhattan does not exceed three or four miles. Branches of the great railroad of the lake may be made to intersect that town. The prospective control of an immense commerce is to be contended for. The competition that does and will exist will stimulate that spirit of enterprise which so strongly characterizes the American people everywhere to great efforts. But the result can not be anticipated now; that great commerce must soon determine its own channels and its own point of concentration. Until then, it is not believed that the public good requires the port of entry of the district to be removed from where it now is. Frequent changes of the description asked for, are not desirable. They lead to great inconvenience and vexation. Very little *present* inconvenience seems to be experienced from the *actual* location of the port. It is considered better that it remain where it now is, until time and events, rapidly approaching, shall have demonstrated more clearly where it ought to be *permanently* established.

Your committee ask, therefore, in conclusion, that they be discharged from the further consideration of the petition, and that the same be indefinitely postponed. All which is respectfully submitted.